

What is claimed is:

1. A suspension system for a vehicle, the suspension system comprising:
 - right and left suspension arms, each suspension arm coupled to a frame of the vehicle and a wheel of the vehicle, the suspension arms being coupled to the frame so that the suspension arms are capable of independent movement;
 - right and left linking mechanisms, each linking mechanism being coupled to the respective suspension arm;
 - a shock absorber with two ends, one end of the shock absorber being coupled via the respective linking mechanism to the right arm and the other end of the shock absorber being coupled via the respective linking mechanism to the left arm; and
 - a swinging mechanism, the swinging mechanism being coupled to the right and left linking mechanisms and to the frame of the vehicle, the swinging mechanism being configured to provide a damping force to restrict rotation of frame of the vehicle.
2. The suspension system according to claim 1, wherein the linking mechanisms comprise:
 - right and left linking arms, respectively; and
 - right and left bell cranks, respectively, wherein each bell crank is coupled to an end of the shock absorber, the respective linking arm, and to the swinging mechanism.
3. The suspension system according to claim 2, wherein each bell crank is coupled to the swinging mechanism via a connecting member, the connecting member being pivotably coupled to the frame of the vehicle.
4. The suspension system according to claim 3, wherein the swinging mechanism is a Neidhart damper.

5. The suspension system according to claim 3, wherein the linking arms are arc-shaped.

6. The suspension system according to claim 3, wherein the suspension arms are
5 A-type arms.

7. A three-wheel vehicle with a suspension system, the suspension system comprising:
a spindle extending in a longitudinal direction of the vehicle and attached to a
10 body frame, the body frame being pivotably attached to the spindle;
right and left suspension arms independently coupled to the spindle so that they are capable of pivoting about the spindle;
right and left rear wheels attached to a right and left side of the body frame via the respective suspension arms; and
15 a swinging mechanism coupled to the body frame, the swinging mechanism configured to restrict lateral rotation of the body frame and provided between the suspension arms and the body frame.

8. The vehicle according to claim 7, wherein the suspension arms are A-type
20 arms.

9. The vehicle according to claim 7, further comprising a shock absorber with two ends, each end of the shock absorber being coupled to a side of one of the suspension arms.

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10. The vehicle according to claim 9, wherein the shock absorber is coupled to the suspension arms via a linking mechanism, the linking mechanism comprising:
right and left linking arms; and
right and left bell cranks, each bell crank being coupled to an end of the shock
5 absorber, the respective linking arm, and to the swinging mechanism.
11. The vehicle according to claim 10, wherein each bell crank is coupled to the swinging mechanism via a connecting member, the connecting member being pivotably
coupled to the frame of the vehicle.
- 10 12. The vehicle according to claim 7, wherein the swinging mechanism is a Neidhart damper.
13. The vehicle according to claim 10, wherein the linking arms are arc-shaped.
- 15 14. A three-wheel vehicle with a suspension system, the suspension system comprising:
spindle means extending in a longitudinal direction of the vehicle for allowing rotation about an axis defined by the spindle means, the spindle means being attached
20 to a body frame with the body frame being capable of pivoting about the spindle means;
right and left suspension means for coupling right and left rear wheels to a right and left side of the body frame, the suspension means being pivotably coupled to the spindle; and
25 swinging means for restricting lateral swing of the body frame, the swinging means being coupled to the body frame and provided between the suspension means and the body frame.